

WASHINGTON.
SATURDAY, MARCH 8, 1845.
THE NEW CABINET.

The following appointments were on Wednesday made by the President of the United States, with the advice and consent of the Senate:
Secretary of State, JAMES BUCHANAN.
Secretary of the Treasury, ROBERT J. WALKER.
Secretary of War, WILLIAM L. MARCY.
Attorney General, JOHN Y. MASON.
Postmaster General, CAVE JOHNSON.
GEORGE BANCROFT was nominated to the Senate, in connection with the above, to be Secretary of the Navy, but that nomination was laid over by the Senate for further consideration.

THE SENATE
sat with closed doors on Thursday, without, we believe, acting upon any appointments; and then adjourned over to Monday, apparently to give time to the President to prepare nominations for the many and important offices left vacant by the late termination of the session of Congress without acting upon them, or which it may be the intention of the President now to vacate. It is supposed that the Senate will remain in session yet some days.

THE INAUGURAL ADDRESS.
In a state of mind as impartial as is possible for persons who have long had fixed opinions on all great points of national policy and duty, we have carefully read through the Inaugural Address of the new President.

Plain and unpretending as a composition, it includes some sentiments which have our entire approbation, and especially the passage which expresses attachment and devotion, before all things, to the Union of the States, and that which speaks of the limitation to the rights of majorities, and the necessity of their confining themselves within the pale of the Constitution—of which necessity recent illustrations occur to our mind, which we dare say did not to the President's. There are in the Address some phrases of a doubtful character upon which we are quite willing to put the most favorable construction they are susceptible of. There is one of these, however, which will probably be generally construed unfavorably to the Tariff policy, to which we are indebted for the restored credit and advanced prosperity upon which the President himself felicitates the country. With regard to this policy, we have only to repeat, what we said in substance before the delivery of the Inaugural, that the established policy of the Government in this respect is one over which the President has no power, without the co-operation of Congress. Of such co-operation, to any extent by which that policy can be seriously affected, we have not the slightest apprehension. The next Congress, if it be not *Whig* or *Conservative* in both branches, will be *Destructive* in neither.

We wish we could say that we were as favorably impressed by other parts of the Address as by those to which we have referred. To be frank upon the subject, we had no right to expect that it would be particularly accordant with our opinions on several points, and we have of course no reason to be disappointed that it is not so. The points of the Address to which we particularly object are the eulogy of the odious Veto power; the unnecessary fling at those who endeavored to avert the public and private distress which followed the refusal to renew the charter of the defunct Bank of the United States; all that part of the Address which relates to the Texas question; and the unnecessary introduction into such a document of the Oregon question, qualified though it be with the intimation that every obligation imposed by treaty or conventional stipulations in regard to that matter should be sacredly respected. We sincerely wish that the President had confined himself to the enunciation, in respect to our Foreign Relations, of general principles such as he has expressed in the following sentences:

"In the management of our foreign relations it will be my aim to observe a careful respect for the rights of other nations, while our own will be the subject of constant watchfulness. Equal and exact justice should characterize all our intercourse with foreign countries."
These are maxims which, if faithfully adhered to, cannot fail to point the President to an honest policy, and ensure to him an honorable fame. There is a sentence towards the close of the Address which we should be glad to be able to construe, as it is construed by some, to indicate a determination to act as President independently of party considerations. The essence of it, however, seems to us to lie in the phrase which we have emphasized in the following extract, and to acknowledge himself bound, beyond the power of emancipation, to party principles and measures:

"Although, in our country, the Chief Magistrate must almost of necessity be chosen by a party, and STAND PLEDGED TO ITS PRINCIPLES AND MEASURES, yet in his official action he should not be President of a party only, but of the whole People of the United States."

NATIVE AMERICANISM.—We are utterly opposed (says the Philadelphia "Native American") to mixing religion with party politics, and it was this very shameful and unpardonable alliance that gave rise to our party in opposition to that alliance.

CONNECTICUT.—The Whig candidates for Congress in Connecticut, to be supported at the April election, are JAMES DIXON, for Hartford and Toland district; SAMUEL D. HUBBARD, for Middlesex and New Haven; JOHN A. ROCKWELL, for New London and Windham; and TRUMEN SMITH, for Litchfield and Fairfield.

We observe by a card in a recent number of the Nashville Whig that its present able editor, C. C. NORVELL, Esq., will retire in a short time from his management, and be succeeded by ALLEN A. HALL, Esquire.

PENNSYLVANIA.—THE AUGUST INTEREST.—The Committee of Ways and Means reported to the Pennsylvania House of Representatives on Friday the annual appropriation bill, which provides for the payment of the interest due on the funded debt of Pennsylvania in August next.

THE PROGRESS OF "ANNEXATION."
We copy the following, not because we enter into the feeling which seems to have prompted it, but to give the reader the benefit of the information which it imparts of the progress of the scheme of annexation, and also of its origin, which it now appears is not justly attributable to President TYLER and Mr. URSHU, as heretofore supposed, but to other causes.

FROM THE GLOBE OF TUESDAY NIGHT.
"MR. TYLER'S HASTE.—We understand that Mr. TYLER mounted one of his relations (Mr. WAGGAMAN) as an express to hasten to communicate to Texas that he, as President of the United States, had made his election as to the alternative contained in the late act of Congress, looking to the admission of Texas into the Union; and that he had chosen that alternative which it is known could not have commanded a majority in the Senate, and had rejected that which carried the majority in the House up to twenty-two to fifty-six."
"MR. TYLER KNOWS WELL that Congress did not intend to entrust the discretionary power of the act to his hands. He knows well that, if he had appointed the commissioners necessary under one of the alternatives of the act, they would not have been confirmed to carry out his instructions. He has therefore seized upon that portion of the legislative enactment which, if accepted by Texas, may involve future difficulties in our own Congress, and has taken the course which can ensure it a happy consummation. He has taken the alternative, meant by the law to be conferred on the American President whose duty it will be to effect the measure, from him, and given it to the Texas Executive.

"But, apart from all considerations of public policy, what will the country think of the propriety and decorum of this attempt to forestall the action of the Chief Magistrate chosen by the people with an especial eye to this question, and to whom alone it is notorious the discretion confided in the act of Congress was intended to apply? It is clear, as Mr. TYLER began his Presidential career in virtue of an accident, that he means to take the benefit of the whole chapter of accidents, to blend himself with results having their origin in the counsels of GENERALS JACKSON and HUNTON, and which his insipid management has so far marred in their progress."

MARYLAND.
In the House of Delegates of this State, on Thursday, the order of the day was the Canal Bill reported by Mr. JOHNSON, of Frederick county, and the substitute proposed by Mr. CALVERT to create a board of public works, and for other purposes. The latter bill was first read and perfected; and then, after a little debate, rejected by a vote of 60 to 10. The original bill was then read for amendment.

MR. ARCHER moved so to amend as to appropriate the tolls to be derived from the present unfinished portion of the canal only to the liquidation of the loan. Pending this question the House adjourned, and yesterday no doubt resumed the consideration of the bill.

ILLINOIS CANAL LOAN.
Gov. FORD, of Illinois, sent to the Legislature of that State, on the 14th ultimo, a message stating the terms and conditions of the new contract proposed by the stockholders to the State in consideration of the advancement of a loan. The Governor expresses his dissatisfaction with the terms proposed, and declares his conviction that it will be impossible for the State to meet them. The correspondent of the St. Louis Republican thus notices the matter:

"Its terms are of such a nature that they cannot and will not be complied with by this Legislature, and unless greatly altered, the canal loan may be considered as at an end. I have not heard a single member, with the exception of a few mad-brains in the region of the canal, but what unhesitatingly say that the idea of paying the full amount of interest upon our whole debt after the expiration of ten years, which would exceed seven hundred thousand dollars annually, including the school debt, is no pretension to be entertained for a moment. And unless, by conference with Gov. Davis and Mr. Leavitt, the terms are greatly reduced, nothing will be accomplished."

ILLINOIS CANAL BILL.—We have accounts from the seat of Government of the State of Illinois to the 27th ultimo. The House of Representatives, by a vote of 60 to 42, had passed the bill to provide for paying a portion of the interest on the State debt. Its most objectionable provisions were first stricken out; so that, if it becomes a law in its present shape, it will consummate the contract with the bondholders, and secure the completion of the Illinois and Michigan Canal.

VENEZUELA.—Late Caracas papers announce the election of Sr. DIEGO BAUTICA URBENEA as Vice President of the Republic, by a vote of 52 to 8, and the result is called in *El Liberal* (the Administration paper) "a splendid national triumph."

THE FAR WEST.
It is almost inconceivable with what rapidity the people of the country are moving towards the Far West. The Western Journal of the 15th ultimo gives the returns of an election in Platt county, on the west line of Missouri, at which two thousand votes were polled, giving a population of more than ten thousand. This county cannot be found on the most modern maps. Yet this Platt county is filled up with a dense population, and a line of four-horse post coaches runs from St. Louis to Weston. Towns and cities rise in the West, literally, as if under magic influence. Such are the effects of free institutions, applied to a fertile country.

SANTA ANNA IN MEXICO.—A gentleman just from the city of Mexico informs us that it is impossible for those who have not witnessed it to conceive the full measure of indignity which is now heaped upon the head of the tyrant. Santa Anna himself says that the treatment he received in Texas, while a prisoner, was infinitely more humane than that he experiences at the hands of his own countrymen. The long pent-up wrath of the Mexicans now finds vent in a thousand different ways. Every portrait, every statue, every thing, in short, that might keep alive a remembrance of the tyrant, has been insulted, mutilated, and destroyed; his name is introduced in ribald songs, and sung at every corner; caricatures are hawked about showing him in every conceivable odious light; rude jests and obscene puns are let off at his expense; and his past acts are coupled with every thing infamous. But a few weeks since, and this same populace dared not breathe his name save in praise.—N. O. Picayune.

FLORIDA SUGAR.—We have observed many lots of excellent quality exposed for sale in the shops about the city; they are generally not inferior to the New Orleans sugar, which has usually supplied our market. The best sample, however, which we have seen is from the plantation of Mr. William Seely, of Gadsden county: it is of light straw color, finely crystallized, and very clean and dry. We do not see how any improvement could be made upon it except it may lie in weight. Mr. Seely produced from one acre of pine land eight barrels of this sugar and several barrels of sirup.

WE see it stated in the Danville (Pa.) Democrat that three new furnaces will soon be erected in Bloom township, and that the Montour Iron Company of Danville will add another furnace to their works during the approaching summer. In January ensuing there will be, therefore, eleven anthracite furnaces in blast in Columbia county, Pennsylvania, capable of turning out, on an average, about six hundred tons of iron per week.

THE RIVER AND HARBOR BILL.
This bill, passed after an arduous struggle of two or three days in the House of Representatives, and afterwards taken up and passed by the Senate, fell through, as our readers are aware, by the late President refusing, a la mode Jackson, either to sign it or return it with his objections. We have thought it proper that the country should distinctly know what class of appropriations it is that the Executive selects for the purpose of thus defeating it.

The following proposed objects and amounts of appropriations are copied from that bill:

For breakwater at Burlington, Lake Champlain.....	\$15,000
For breakwater at Plattsburg, Lake Champlain.....	15,000
For harbor at Whitehall, Lake Champlain.....	5,000
For harbor at Port Ontario, Lake Ontario.....	10,000
For harbor at Oswego, Lake Ontario.....	25,000
For Big Sodus Bay, Lake Ontario.....	5,000
For harbor at Genesee river, Lake Ontario.....	25,000
For harbor at Sackett's Harbor, Lake Ontario.....	1,000
For construction of a dredge boat for Lake Ontario.....	20,000
For harbor at Buffalo, Lake Erie.....	50,000
For harbor at Dunkirk, Lake Erie.....	20,000
For harbor at Erie, Lake Erie.....	30,000
For Grand River harbor, Lake Erie.....	10,000
For harbor at Cleveland, Lake Erie.....	25,000
For harbor at Huron, Lake Erie.....	5,000
For harbor at Sandusky city, Lake Erie.....	5,000
For River Raisin harbor, Lake Erie.....	10,000
For dredge boat to be used on Lake Erie.....	20,000
For the St. Clair flats.....	40,000
For Grand River harbor, Lake Michigan.....	10,000
For harbor at the mouth of the Kalamazoo river.....	10,000
For harbor at St. Joseph, Lake Michigan.....	10,000
For harbor at Michigan city, Lake Michigan.....	25,000
For Little Port harbor, Lake Michigan.....	12,000
For harbor at Racine, Lake Michigan.....	17,852
For harbor at Milwaukee, Lake Michigan.....	25,000
For harbor at St. Louis.....	50,000
For breakwater at Stamford ledge, Maine.....	20,000
For harbor at Boston.....	40,000
For harbor at Bridgeport, Connecticut.....	15,000
For harbor at Port Jefferson bay, New York.....	5,000
For harbor at Newcastle, Delaware.....	25,000
For harbor at Port Penn, Delaware.....	10,000
For Delaware breakwater.....	100,000
For harbor at Baltimore city.....	20,000
For Hog Island channel, at Charleston city, S. C.....	25,000
For surveys that may be deemed necessary by the War Department, with a view to improvements for the protection and security of the commerce of the country.....	20,000
For removing obstructions in the Hudson river.....	100,000
For removing obstructions in the Savannah river.....	50,000
For Newark bay, and the Passaic river, New Jersey.....	15,000
For removing obstructions from the mouth of the Susquehanna river, near Havre de Grace, and improving the main channel into the Chesapeake Bay.....	20,000
For Ohio, above the falls at Louisville.....	100,000
For the Indian chutes, in the falls of the Ohio.....	15,000
For the Ohio river below the falls at Louisville, and the Mississippi, Missouri, and Arkansas rivers.....	240,000
For a ship canal around the Falls of St. Mary.....	100,000
For the Cumberland road.....	225,000
For opening a communication between Allegheny Sound and the Atlantic ocean, and improvement of a harbor at or near Old Roanoke Inlet.....	50,000
For Providence harbor, Rhode Island.....	5,000

THE CASE OF FITCH, BROTHERS & CO.
The case of Fitch, Brothers & Co., late Navy Agent of the United States at Marseilles, has lately attracted a good deal of attention at the Capitol and elsewhere, but not more than it deserves as an exposition of the arts of office-seekers, and the contemptible ends to which the patronage of the Government is sometimes made subservient. Among the attempts to break the force of Mr. Fitch's very clear exposition of the case in his appeal to the Senate for redress, was a paper lately presented in that body by one of its members, purporting to be the "Memorial of Charles Gould, of the city of New York," in relation to this matter. The subjoined Card, which we find in one of the New York papers, adds another to the proofs of conspiracy against this highly respectable firm, justifying the following endorsement made by the late Secretary URSHU on a document of preceding date, exposing a gross previous calumny upon them: "This statement will show you the errors into which a man may suffer himself to be betrayed, when he is looking out the means to turn another man out of office, in order that he may get into it. Fitch, Brothers & Co. are often in advance to us than we to them, over and above the sum stipulated to be advanced by us. A. P. U."

FROM THE NEW YORK HERALD OF MARCH 4.
A CARD.—The subscriber was greatly surprised at receiving this morning's mail from Washington a printed document entitled "Memorial of Charles Gould, of the city of New York, in relation to the case of Fitch, Brothers & Co., and the charges brought forward in the memorial of A. Fitch, to the honorable the Senate of the United States." As any attempt to suppress a pamphlet thus published would not be vain, the subscriber thinks it due to himself to state that his name was appended to this document, not merely without his authority, but in defiance of his refusal to allow his name to be so used. It is true, that, at a former period, he examined the accounts of Messrs. Fitch & Co. at Washington, and the statements of the memorial, so far as relates to that examination, are strictly correct, and he believes it but an act of public justice that the facts in the case should be spread both before the Senate and the country. At the same time, his present total disconnection with any personal interest in the affair, while it rendered his present individual action in the premises gratuitous, also renders it proper for him to disavow the memorial as a document of his preparation or presentation. CHARLES GOULD.

NEW YORK, MARCH 3, 1845.

THE CHOCTAW INDIANS.
The Vicksburg Sentinel of the 18th, referring to this tribe of Indians, has the following:

"The last remnants of this once powerful tribe are now crossing our ferry on their way to their new home in the Far West. To one who, like the writer, has been familiar to their bronze expressive faces from infancy, it brings associations of peculiar sadness to see them bid adieu here, a farewell perhaps to the old hills which gave birth, and are doubtless equally dear, to him and them alike. The first playmates of our infancy were the young Choctaw boys of the then woods of Warren county. Their language was once scarcely less familiar to us than our mother English. We know, we think, the character of their souls. We know many of their names, and the names of their youth—names that have taken up their slow toilsome march, with their household gods among them, to their new home in a strange land. They leave names to many of our rivers, towns, and counties; and so long as our State remains, the Choctaws, who once owned most of her soil, will be remembered."

SWITZERLAND.—The late arrivals from Europe have brought intelligence from time to time of the efforts by the people of Switzerland to expel the Jesuits from their midst. A letter published in the Journal of Commerce mentions some of the popular proceedings. "Mass meetings" are held in different sections, attended by from 5,000 to 25,000 people, at which resolutions are passed and other proceedings adopted. An extra session of the Legislature is to be held in consequence of the prevailing state of affairs.

At Mobile, on the 26th ultimo, two young men, who had up to that moment been very intimate friends, got into a quarrel while under the influence of drink, when one of them drew a revolving pistol and discharged the contents of two of its barrels into the body of his friend. The life of the wounded party is despaired of, and his assailant is in the hands of the Sheriff.

THE NATIONAL THEATRE BURNED!
An unusually destructive fire occurred in this city on Wednesday night, between 8 and 9 o'clock, by which was consumed the handsome edifice, erected but a few years ago, known as the National Theatre, besides some seven or eight dwelling-houses situated on the southeast corner of the same square, and fronting on Pennsylvania avenue and Thirteenth street, in addition, we believe, to several stables and other buildings which stood on the alleys that pass through the square.

The fire originated in what is called the oil-room, in the back part of the Theatre, while the performances of the evening were in progress; but, fortunately for the persons in attendance, who composed a very large and respectable audience of both sexes, the alarm was given sufficiently soon to allow them all to escape from the burning building without the happening of any serious accident.

The Theatre was burnt entirely out, leaving the bare walls alone standing. The Theatre originally cost \$45,000, and was recently purchased at public sale by Mr. BENJAMIN OGLE TAYLOR, of this city, for himself and other gentlemen for \$13,500, and was not insured. Mr. BURTON was the lessee, who has no doubt, suffered much loss.

The Globe Printing Office, which occupies the lot on the west side of the Theatre, was saved from injury by being protected by the high and thick walls of the latter building, and on account of the wind blowing pretty freshly at the time from the west, which carried the flames in an opposite direction.

THE DEBTS OF THE STATES.
We are indebted to Hunt's Magazine for the following valuable table of the debts of the States in January, 1845, according to official reports made to their respective Legislatures.

Debts of the States, with their Revenue, and Expenditure for ordinary purposes, for 1844.

State	Revenue	Expenditure
Alabama	\$1,200,000	\$1,200,000
Arkansas	1,200,000	1,200,000
California	1,200,000	1,200,000
Delaware	1,200,000	1,200,000
District of Columbia	1,200,000	1,200,000
Florida	1,200,000	1,200,000
Georgia	1,200,000	1,200,000
Illinois	1,200,000	1,200,000
Indiana	1,200,000	1,200,000
Iowa	1,200,000	1,200,000
Kentucky	1,200,000	1,200,000
Louisiana	1,200,000	1,200,000
Maine	1,200,000	1,200,000
Maryland	1,200,000	1,200,000
Massachusetts	1,200,000	1,200,000
Michigan	1,200,000	1,200,000
Minnesota	1,200,000	1,200,000
Mississippi	1,200,000	1,200,000
Missouri	1,200,000	1,200,000
Montana	1,200,000	1,200,000
Nebraska	1,200,000	1,200,000
Nevada	1,200,000	1,200,000
New Hampshire	1,200,000	1,200,000
New Jersey	1,200,000	1,200,000
New Mexico	1,200,000	1,200,000
New York	1,200,000	1,200,000
North Carolina	1,200,000	1,200,000
Ohio	1,200,000	1,200,000
Oregon	1,200,000	1,200,000
Pennsylvania	1,200,000	1,200,000
Rhode Island	1,200,000	1,200,000
South Carolina	1,200,000	1,200,000
South Dakota	1,200,000	1,200,000
Tennessee	1,200,000	1,200,000
Texas	1,200,000	1,200,000
Vermont	1,200,000	1,200,000
Virginia	1,200,000	1,200,000
Washington	1,200,000	1,200,000
West Virginia	1,200,000	1,200,000
Wisconsin	1,200,000	1,200,000
Wyoming	1,200,000	1,200,000

This gives the whole present debts of the several States; of which eight, with the Territory of Florida, making nine, (marked *), have failed, and Pennsylvania has again resumed.

INDUSTRY WANTED.
The author of a series of essays at the South is sounding an alarm among the people of that region upon the state of public feeling in that section of the country on the subject of industry. In the course of one of his essays he says:

"My recent visit to the Northern States has fully satisfied me that the true secret of our difficulties lies in the want of energy on the part of our capitalists, and ignorance and laziness on the part of those who ought to labor. We need never look for thrift while we permit our immense timber forests, granite quarries and mines, to lie idle, and supply ourselves with hewn granite, pine boards, laths, and shingles, &c. furnished by the lazy dogs at the North—ah, worse than this, we see our back country farmers, many of whom are too lazy to mend a broken gate, or repair the fences, to protect their crops from the neighboring stock, actually supplied with their axes, hoes, and broom handles, pitchforks, rakes, &c. by the indolent mountaineers of New Hampshire and Massachusetts. The time was when every old woman in the country had her gourd, from which the country gardens were supplied with seeds. We now find it more convenient to permit this duty to devolve on our careful friends, the Yankees. Even our boat-owners and hand-pickers for rolling logs, are furnished, ready-made, to our hand, and what jamcrack can possibly be invented of which we are not the purchasers? These are the drains which are impoverishing the South—these are the true sources of all our difficulties. Need I add, to further exemplify our excessive indolence, that the Charleston market is supplied with fish and wild game by Northern men, who come out here as regularly as the winter comes for this purpose, and, from our own waters and forests, often realize, in the course of one winter, a sufficiency to purchase a small farm in New England."

ARRIVAL EXTRAORDINARY.
FROM THE CINCINNATI CHRONICLE OF MARCH 1.
Arrived this morning, at the port of Cincinnati, the new staunch-built and well-equipped bark *Muskingum*, fitted out at Marietta, and destined to Liverpool or any other part of the world. She was built three hundred miles above this place, and will descend only fifteen hundred miles before she is worked by the ocean tide.

The *Muskingum* is anchored off the foot of Ludlow street, fully rigged, except the sails. Her taper masts shoot up to the sky in beautiful contrast with the black stork pipes of the steamboats. She is well built and modelled; our Marietta friends seem to have known what they were about.

We like to see this renewal of ship-building on the Ohio, and hope it may be profitable to those engaged in it. This morning great numbers of people flocked to the landing to see her stranger. This, with the activity of business among the steamboats and a good stage of water, made a most animating scene.

We presume our Pittsburgh neighbors will soon send us down an iron frigate and some other curiosities of that kind. Mr. Nye, of Marietta, one of the proprietors, is now in town, and we suggest to our merchants whether they would not take some pride in having this vessel freighted from Cincinnati to Liverpool direct. There must surely be produce enough in Cincinnati which will pay for shipping to Liverpool. The articles, for example, of lead and cheese, we notice by the last quotations, will pay well. Beef and pork are also doing better in England.

IMPORTANT DECISION.—The Albany Argus states that in the case of Ackerman vs. Ernot and Schryver, Vice-Chancellor PARKER has decided that an executor or trustee who invests the trust fund in bank stock will be liable for any depreciation in its value, or for loss sustained upon it, although the investment was made in good faith, that such investment is unauthorized, and that an executor or trustee can only be protected against loss by investing such funds on real estate security, or in public stocks approved by the Court.

THE LATE RAILROAD ACCIDENT.
The following more particular account of the late accident on the Philadelphia and Baltimore railroad, from the pen of one of the passengers on the night of its occurrence, possesses a thrilling interest for all those whose experience of travelling by steam-power enables them to appreciate the miraculous escape of so many persons from peril so imminent.

CORRESPONDENCE OF THE NEW YORK COURIER AND ENQUIRER.
ELKTON, (Md.) SATURDAY NIGHT.
On Saturday afternoon, at four o'clock, two trains of cars left Philadelphia for Baltimore. The first train comprised five large passenger cars, drawn by a very powerful locomotive; the second consisted of the baggage cars and one passenger car. In the first train there were about three hundred passengers, many of whom were merchants going South and West, while politicians and sight-seers, on their way to Washington, were in abundance.

At about eight o'clock, one mile and a half north of Elkton, the locomotive ran over a ball, causing the engine to "bounce a foot," as the engineer expressed it, and putting the coupling bar which connected the engine with the passenger car. This car was thrown off the track by the body of the animal, and rolled over the embankment, which was here about seven feet high; and in a moment the roof and sides gave way, and the car rested upside down on the backs of the seats, (which were of the kind which may be thrown backward or forward,) and the iron frames of those backs sustained the whole weight of the floor, which was uppermost. Every seat in the car was occupied at the moment of the accident, and the conductor was standing in the passage, and it will scarcely be credited when I write, that every person was extricated from that wreck without a fracture or dislocation. Mr. SEWELL, a merchant of Baltimore, was under the car for some fifteen or twenty minutes, with his feet entangled; but, as the soil was sandy, he was found to be only badly bruised and no bones broken. Almost every person in that car was bruised or cut by splinters, &c., and the blood flowed plentifully.

The second car, in which was your informant, followed the first, and ran down the bank and partly over a rail-fence; and, although the danger in this case was less imminent, the inmates suffered the most apprehension—the car being of a peculiar construction, the seats running along the sides, with a strip about five inches wide midway of the windows to rest the head upon. At the first jolt both lights were extinguished and the stove upset—leaving six of us in total darkness, covered with ashes and choking with gas; both doors so jammed with the twisting of the car as to be immovable, while egress from the windows was impossible. A portion of the floor gave way, and, guided by the direction of Hon. Mr. CLAYTON, who was a passenger, we all endeavored to cling to the upper side of the car, fearing that the weight even of one man on the lower side, might precipitate us down an embankment of, we knew not in the darkness how many feet, and were even fearful of using the necessary violence to force the doors, apprehending that the jolt might cause such a catastrophe. After several minutes spent in this most painful state of suspense, during which almost perfect silence was observed in our car, we were released by the forcing of the door. Several in this car were bruised—Mr. CLAYTON slightly so in the knee; your informant was dashed with some violence across the car, so as to cause a lameness of the hip and shoulder, and two or three were cut with splinters. Mr. DRAYTON, of Philadelphia, was considerably injured in the side. The third car was left on the track, but badly broken.

Several fires were immediately kindled from fragments of the cars and adjacent fences, to afford light for the discovery of the injured, as well as to warn other approaching trains of our position. The locomotive of the baggage train was despatched to Wilmington for aid, while the passenger locomotive was sent to the Susquehanna for cars. At about half past three the wreck was cleared from the track and the cars for Philadelphia passed on. Messrs. H. D. GILPIN and G. B. BANCROFT were among the passengers. It would seem impossible that cars so densely crowded with passengers could so completely turn to pieces, the fragments being thrown on both sides of the track, and over the fence, and yet no life be lost. The escape is most providential. Knowing that most of the passengers were from the North, I have been particular in giving details.

DESTRUCTIVE CONFLAGRATION.
By an arrival at Savannah, the Republican has been put in possession of a file of the Barbadoes *Globe* and *Official Gazette* to the 10th ultimo. The *Globe* of the 6th is filled with an account of a most disastrous fire which occurred at Bridgetown on the night of the 3d and morning of the 4th ultimo. That paper says:

"A fourth of the stone-built portion of our city is in ruins! Hundreds of the inhabitants are without homes, clothes, or furniture, and thousands upon thousands of pounds sterling worth of property has been destroyed in various ways, or totally consumed by the devouring element."

The *Globe* then gives a list of about two hundred houses burnt, and a statement of the losses incurred by the fire, amounting in the aggregate to about two millions of dollars, and adds:

"All business in the city is still quite suspended, the stores closed, and every one's thoughts engrossed by the late overwhelming calamity. The master and passengers of the *Mail of Erin*, which arrived here next morning from Granada, describe the appearance of the conflagration, as seen by them fifty miles at sea, to have exhibited a spectacle of fearful sublimity; but to us on shore it was one of unmitigated horror and awe, as we could only view it in detail, and amid the distractions of wailing and lamentation—the cracking and roaring of the flames—the falling in of the roofs—the cries of the working parties to each other—the occasional deafening explosions of gunpowder, as the houses were blown down by the artillery—and, worst and most revolting of all, the hellish shoutings and hurrahs of the dregs of the populace, (the blacks,) rejoicing at the progress of the work of destruction and desolation."

The Governor had at once convened the House of Assembly for the purpose of taking into consideration the subject, and of affording relief to the sufferers.

FROM MEXICO.
We have dates from the city of Mexico to the 10th ultimo. SANTA ANNA still remained a prisoner at Perote, and nothing definite had transpired concerning his fate. The *Courier Francais* remarks that great difficulties exist in bringing a bill of accusation against him. The question to solve is, whether he shall be accused as President or as General, being at the time of the revolution Ex-President and Commander-in-Chief.

A letter received at Charleston, dated at Appalachicola on the 25th February, says: "Our mail boat has exploded. A steamer just down informs us of this unhappy fact, and that several lives have been lost."

The news of the passage of the Resolutions for annexing Texas to the United States did not go out in the steamer *Hibernia*, as was expected, on account of its having reached Boston four hours too late.

JOSEPH EACHES (Whig) was on Wednesday last re-elected Mayor of the City of Alexandria by a majority of almost four to one over an opponent of opposite politics.

FROM TEXAS.
The *Courier* of the 25th ultimo states that the schooner *Lone Star*, from the river Sabine, reports that some difficulty had arisen in the river on account of tonnage duties, claimed from American vessels by the authorities of Texas. The schooner *Louisiana, of New Orleans, was taking in cotton on the Sabine, when the loading was stopped by the Texan custom-house officers, on the ground that she had paid no tonnage duty. The revenue cutter *Woodbury* arrived in the river during the dispute, and sent a boat with an armed crew to insist that the loading of the *Louisiana* should proceed. The captain of a Texan revenue cutter declared that the orders of the custom-house should be obeyed. The captain of the *Woodbury* persisted in a contrary view of the question—and there were mutual threatenings of blows. The dispute, however, was supposed to be settled, and no further trouble was anticipated.*

THE CORRECTION—AT LAST!
A Washington correspondent of the Journal of Commerce makes the following explanation concerning the extraordinary news, which was manufactured in this city during the pendency of the Texas question in the Senate, of a treaty for the cession of California to Great Britain having been